checking staff, intensive drives are also conducted by the Railways in association with the Police to prevent entry of unauthorised passengers in reseryed compartments.

Conversion of Saryu Express into fast passenger

†1887. SHRI JHUMUK LAL BHENDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Saryu Express has halt at 16 stations on its 155 km. long route and halts at all the stations between Pratapgarh and Allahabad though the number of its passengers is very low due-to express fare charged therefor and therefore the train is running in loss;

(b) whether. Government would convert this train into a fast passenger train so that a maximum number of passengers can travel in this train on account of less fare and the department can earn profit;

(c) if sp. by when; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) No. Sir.

(c) Does not arise.

(d) Converting Saryu Express into a Passenger would not only invite demands for additional stopages which would lengthen the transit time but also mean loss of revenue to the Railways.

Passengers travelling on roof of the coaches

†1888. DR. A.K. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that despite strict instructions of the Railway administration, passengers still travel over the roof of railway coaches in utter violation of rules;

(b) whether there are strict directions by the Ministry to the station management not to allow any passenger to travel over the roof of coaches.

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†Origirial notice of the question was received in Hindi.

in engines and in the space between the two coaches and to give green signal to the trains only after ensuring compliance of the above directions;

(c) if so, the reasons for non-compliance of this rule strictly; and

(d) what are Government's plans to solve this problem?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Roof top travelling is a punishable offence under the Railways Act and instructions already exist for strict implementation. In addition to the preventive checks done by the Police, regular checks are also conducted by Commercial staff in association with Railway Magistrates on sections prone to roof top travelling. A constant watch is also kept at stations to prevent passengers from travelling in unauthorised portions of the train. However, at times, due to inadequate staff at small stations, it becomes difficult to detrain such persons.

(d) Extensive publicity is given through various media including public address system to educate the travelling public about the perils of such travel. Notices are also displayed inside the compartments. The progressive electrification of Railway routes is also a deterrent for such hazardous travel. Trains are also augmented and special trains run on certain routes to clear extra rush.

Upgradation of CRS at Nagpur

1889. SHRI R.S. GAVAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to upgrade Central Railway Reservation System in Nagpur and surrounding stations; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir. Servers, Communication Equipment, terminals and printers and other equipment in the Computerised Reservation System are replaced/upgraded in normal course on age, condition and need-cum-technological obsolence basis.

(b) Does'not arise.